

ALASKA MARINE HIGHWAY

- 50th ANNIVERSARY -

How to camp Alaska.

Camping's a big deal for us Alaskans. We've been at it since gold rush days. Here are a few pointers we'd like to pass along.



A good way to start is to drive aboard one of our Alaska Marine Highway ferrymen in Seattle, Washington or Prince Rupert, B.C. You cruise amidst the spectacular scenery of the Inside Passage. Arrive relaxed and ready.



Or you can drive up through Canada, via the Alaska Highway. And when you get here you'll find excellent highways throughout our state. Driving is easy and it's a great way to see Alaska close-up.



Ever heard of railferries? There are special railroad flatcars for campers, cars and trailers between Whitehorse-Skagway, Whittier-Valdez and on the Anchorage-Mt. McKinley Park-Fairbanks route.



Alaska is a sportsmen's paradise. There are 18 species of big game to stalk, including caribou, moose, deer, bear, mountain goat and sheep. And fabulous fishing—salmon, steelhead, grayling, shee-fish. You name it, you clean it.



There are more places to camp in Alaska than any state in the U.S.A. Uncrowded campgrounds, many right by lakes and streams, are maintained by state and federal agencies. The season runs June through September.

alaska!

Alaska Travel Div., Pouch E-69, Juneau, 99801

I'd like to learn more about camping Alaska. Send me complete camping, fishing and hunting information. (Don't forget to tell me how to become a walrus.)

Name _____

Address _____

City _____

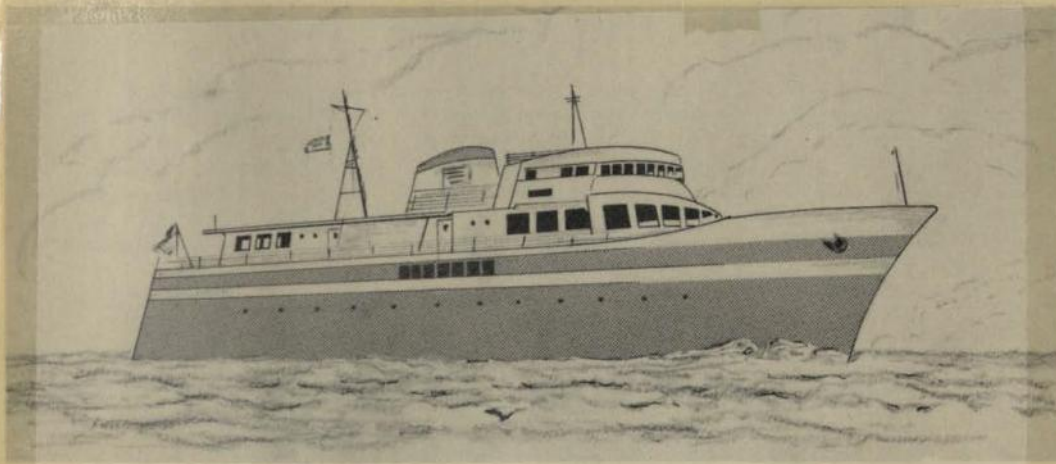
State _____

Zip _____



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Alaskan Ferry

Wonder what she'll look like next March when she hits the water? This is an artist's conception of the Alaskan Ferry now being built in the yard.

After launching, she'll head down river and across the Gulf to the Panama Canal, then up the West Coast to her home port in the Prince William Sound area.

Ferry 'Bartlett'

JUNEAU (AP) — A new state ferry will be named for the late Sen. E.L. "Bob" Bartlett, D-Alaska, it was announced Thursday by acting Gov. Keith H. Miller.

Mrs. Vide Bartlett, widow of the senator who died last month, will attend the christening ceremonies tentatively scheduled for late May.

Miller said the vessel "will remind Alaskans for years to come of the tremendous contributions made to the 49th state by the late senator and will familiarize thousands of visitors each year with the story of a singular man and a great American...Bob Bartlett's life story is an intricate part of the story of Alaska."

ALASKA FERRYLINER TO BE NAMED FOR BARTLETT

JUNEAU — Plans to christen the state's newest ferryliner the E. L. Bartlett were revealed Jan. 9 by acting Gov. Keith H. Miller.

Miller said Mrs. Vide Bartlett, widow of the late senator, will officiate at the formal christening ceremonies tentatively scheduled for late May 1969.

"Governor Hickel and I have discussed the christening plans by phone," Miller said, "and agree wholeheartedly that naming the ship the Bartlett will prove a fitting and lasting tribute to a great Alaskan, and I am extremely pleased that Mrs. Bartlett has agreed to officiate at the christening ceremonies."

Miller said naming the ship the Bartlett would continue the tradition of naming marine highway ferryliners after men whose life work has significantly contributed to the advancement of Alaska.

The new vessel, under construction at the Jeffboat Inc. shipyard of Jeffersonville, Ind., is to begin service July 1, 1969.

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Alaskan Ferry Taking Shape

Knighthead Bow?

Although still lagging behind schedule, the Alaskan ferry is beginning to take shape and resemble her picture. She was turned and welded back together in early August. The vehicle deck and forward framing are in place, and the knighthead bow added. What's a knighthead bow? The whole bow section of the ship is hinged and flips open to let cars in. The process looks like one of the knights of old opening the visor on his armored helmet. That's why it's called

a knighthead bow.

Gears and engines for the ferry have arrived in the yard. By mid-October, she ought to be completely buttoned up with most of the work left for the winter inside. The mold loft is still working on the ferry and will be for another two or three months.

NOTE for the curious and skeptical: The little house on the deck of the ferry is neither a pilot house nor any other kind of house you might think. It's the foreman's office. No, he does not get in every morning and have a crane lift him to the deck.



The Alaskan ferry looms higher and higher over the yard as work progresses.



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SWUNG UPWARD like a knight's helmet, the bow opening of the nation's newest steel ferryboat receives its final fittings at Jeffboat, Inc., Jeffersonville, Ind.

The 1,500-ton vessel will go in service for the State of Alaska later this year.

M/V E.L. BARTLETT

Alaska's Newest Ferry Receiving Final Fittings

PITTSBURGH, Pa.—The nation's newest steel ferryboat—a \$2.5 million auto and passenger transport vessel for the State of Alaska—is receiving the final fittings at Jeffboat, Inc., Jeffersonville, Ind. The new ferry will be named the E.L. Bartlett, after the late Senior Senator from Alaska.

Later this year, the 1,500-ton vessel will begin her 6,000 mile maiden voyage down the Ohio and Mississippi, through the Panama Canal and up the West Coast toward Alaska.

The new seagoing craft, ABS and Coast Guard approved, will go into service on the Prince William Sound in southwestern Alaska between the cities of Cordova, Valdez and Whittier.

Her helmet-like bow opening, better known as a knighthead bow, plus her stern ramp, will allow loading and unloading at either end. Her 165 passengers will enjoy a comfortable dining room, two observation decks,

and a possible addition of a passenger solarium. The 193-foot-long vessel will also carry 38 autos, or 12 autos plus eight 35-foot trailers, or a combination of 12 autos and twelve 24-foot trailers.

Philip F. Spalding and Associates, naval architects of Seattle, Wash., took two years to design the craft. Jeffboat took a year to fabricate it from a variety of structural and plate steels produced by United States Steel Corporation's Homestead and Clairton (Pa.) Works.

At first glance it would be difficult to recognize the new ship as a ferryboat, for it is enclosed with 5/16-inch plate steel like an oceanliner. Under the hull is a maze of structural steel ribbing which makes her strong enough to withstand the rigors of ocean travel.

The hull structure of the craft was fabricated upside down, then sheathed with 7/16-inch plates. It was then cut in various sections, turned over, reassembled and welded together for deck installations. This method of construction is a common fabricating practice for Jeffboat in producing river barges, but has rarely been used for such a large vessel.

The ship's breadth is 53 feet and her draft is 12 feet 9 inches. Her twin 1,700 hp, direct-

reversing diesel engines, will carry her along at a service speed of 15 knots. Fuel is supplied by tanks with a combined capacity of almost 30,000 gallons. The craft is also equipped with a bow thruster, a reversing propeller system in the front hull of the vessel, which will aid in docking.

A gallery deck will provide sleeping quarters and mess on the promenade for the crew of fifteen. The captain's bridge will be on the front of the top deck.

The ship was financed through a bond issue of \$15.5 million which was used for vessel design and construction to improve service in the southeast and southwest Alaska area.

"Since terrain between the cities of Alaska is so mountainous and there are few highways, ferryboats are a common means of transportation. People and goods are moved through the inland waterways by ferryboat much like big city dwellers use freeways to commute from one city to another," according to Earl Bright, resident inspector for the State of Alaska.

Jeffboat, the nation's largest inland shipbuilder, also fabricates barges at a production rate of up to one a day, river towboats, deep-sea research vessels and a new line of powered houseboats.



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It's a Long, Long Way to Alaska

THE E. L. BARTLETT, largest ferry ever built by Jeffboat, Inc., at its Ohio River shipyard at Jeffersonville, was launched yesterday. The 193-foot vessel, named for the late Alaska senator who died in December, weighs about 1,100 tons and will be propelled by two

1,600-horsepower diesel engines. It can accommodate 38 autos and 165 passengers. After its christening in May, the ferry is to be towed to New Orleans, then sail on to Alaska. It will serve three ports along the coast of Alaska's Prince William Sound.



Here's Alaska's Newest

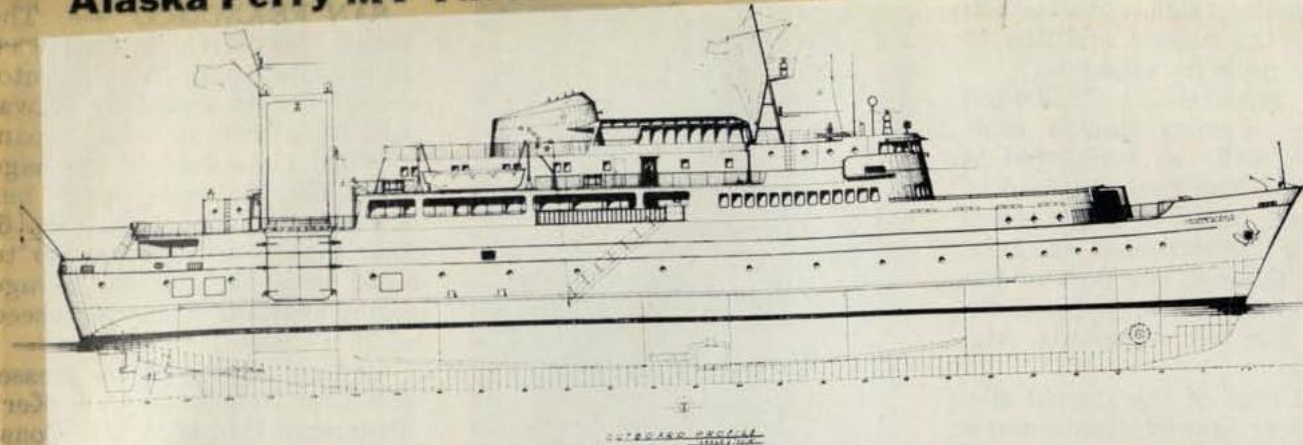
FOLLOWING CHRISTENING CEREMONY, Alaska's newest ferry, named for Sen. E. L. (Bob) Bartlett, was opened for inspection by the estimated 6,000 persons who turned out for the occasion, at the Jeffboat, Inc. shipyard at Jeffersonville, Ind. The 193-foot inland waters vessel has a knighthead bow, similar to the

MV Wickersham's. Mrs. Vide Bartlett, widow of the late great Alaskan, christened the new ferry. Gov. and Mrs. Keith H. Miller also took part in the ceremony. The vessel was to start down the Mississippi River this week on its long voyage to Alaska.

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Alaska Ferry MV Tustumena To Be Altered By Bethlehem Yard



Phil Spaulding architect's drawing of the Tustumena as she will appear after her lengthening.

JUNEAU — Capt. H. J. Lockert, director, division of marine transportation for the State of Alaska revealed recently that Commissioner Harold D. Strandberg of the department of public works has announced the award of a \$1.9 million contract to Bethlehem Steel Co., San Francisco. The contract is for the lengthening of the Alaska ferry MV Tustumena, which currently serves the south central Alas-

ka ports of Seward, Cordova, Homer, Valdez, Seldovia and Kodiak Island areas.

Philip F. Spaulding, Seattle naval architect, whose firm designed the original vessel and prepared this modification, states a 56-foot midsection is to be added to the vessel which will increase the overall length to 296 feet. This increased length will provide 14 additional spaces for passenger cars, or

space for nine more truck trailers. Staterooms for 16 passengers and four crew have also been added.

Stabilizer System

This modification also provides for the installation of a Pacific Sea Leveler Mark X Retractable fin stabilizer system which will give comfortable travel in some of the world's most active seas. A 400 hp Kamewa bow thruster is being installed to assist in docking. Two new 450 kw Waukesha ship service generators are being installed to handle the increased electrical demand created by the jumboizing. Additional ship stores, reefer spaces, and crew's laundry facilities have also been added.

The vessel modifications are scheduled for completion before next summer's season begins.

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Her Heart's The Same . . .



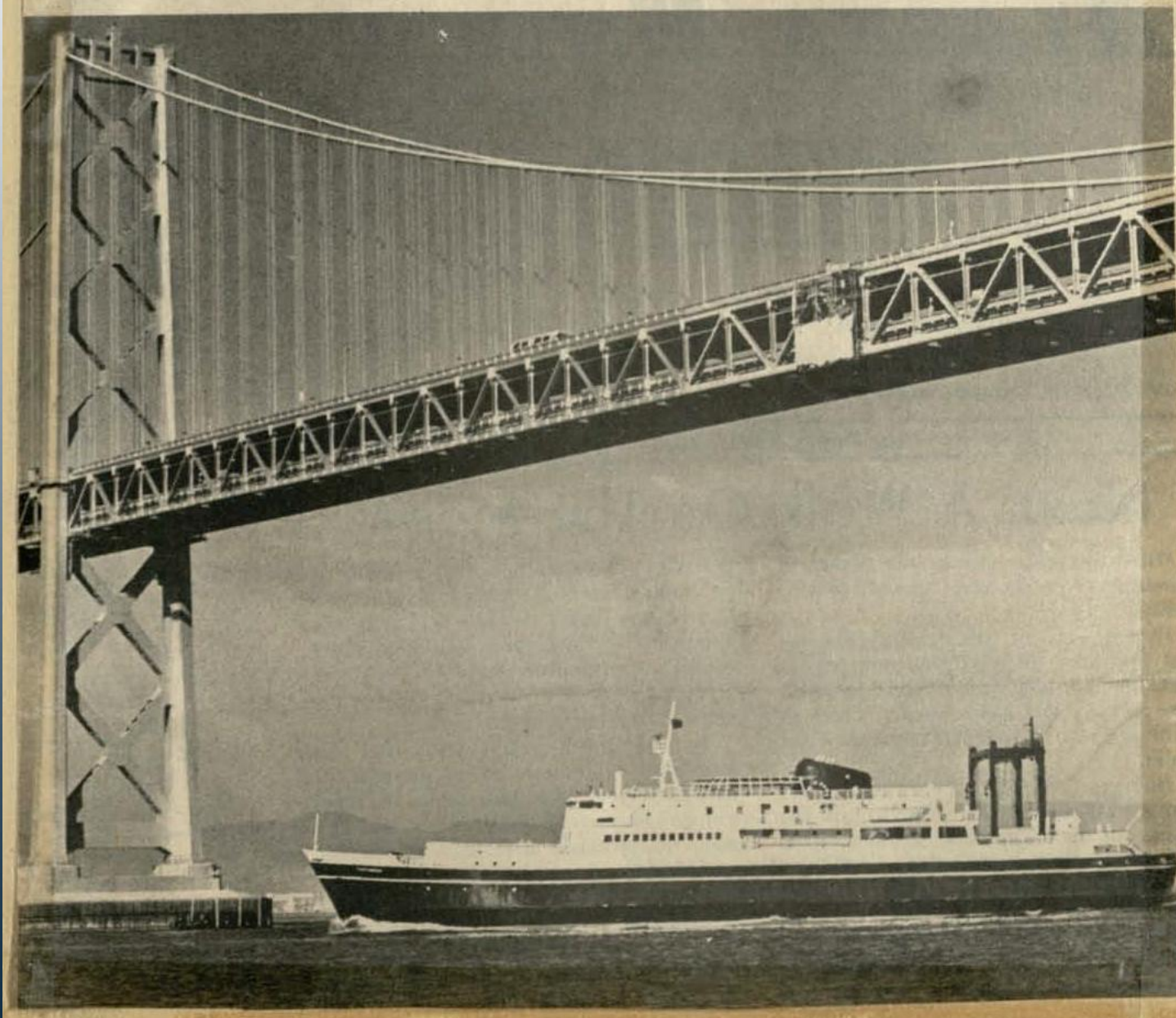
THE 'NEW' TUSTUMENA STOPPED BRIEFLY IN JUNEAU TODAY en route to Seward, her home port. Gov. Keith H. Miller lunched aboard her with Robert Beardsley, an old friend from Seattle, and state officials. The state ferry has just come out of the Bethlehem Steel Co. shipyard in San Francisco where a 56-foot section was inserted amidships to give the vessel an overall length of 296 feet and increase the number of staterooms from 43 to 58. The \$2 million modification also included the addition of fin

stabilizers to eliminate roll in rough waters, bow thruster units to aid in maneuvering, and new and larger electrical generators. An enclosed sundeck was added atop the superstructure. The Tustumena stopped at Ketchikan en route north and will visit Homer, Kodiak and Anchorage before going back into regular service on June 10 in Southcentral Alaska waters. The above photos were provided by the state Division of Marine Transportation.

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But The Tustumena's Not The Same Ship



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LEFT TO RIGHT: Mrs. George Easley and Commissioner George Easley of the Department of Public Works; Captain Harold Payne; Herbert J. Lockert, Director, Division of Marine Transportation; Wes Coyner, Executive Assistant to Governor William A. Egan, presenting the award for the Governor.

Ferry Captain Honored

JUNEAU — Captain Harold Payne of the Alaska Ferry Malaspina, has received an Award of Commendation from Governor William A. Egan for assistance rendered by the Malaspina in response to a distress call

from the Norwegian Motor Vessel Meteor on May 21, 1971. The Malaspina responded to a Mayday call from the burning vessel, and stood by to receive 66 passengers and 4 crew members, transporting them to their destination at Vancouver, B.C.

"Captain Harold Payne and the crew of the MV Malaspina are to be commended for exceptional dedication to their profession as mariners in effecting rescue and assistance to the crew and passengers of the Meteor," Governor Egan said. "Such prompt, unhesitating action conceivably saved the lives of 70 people from 7 nations. I join other State officials and the citizens of Alaska who are proud to have in the service of the State men of such dedication," Egan said.

Captain Payne received the engraved award and a certificate commending Captain and crew of the Malaspina during a scheduled stop of the vessel at Juneau. Wes Coyner, Executive Assistant to Governor Egan, presented the award for the Governor.

Commissioner George Easley of the Department of Public Works, Mrs. Easley, and Herbert J. Lockert, Director of the Division of Marine Transportation, witnessed the presentation.

The Malaspina was approximately 60 miles north of Vancouver, B.C., when it received the distress call from the Meteor. At Captain Payne's directions, the Malaspina maintained radio watch on VHF Channel 6 in addition to maintaining a radio watch on the International Distress Frequency. The Meteor broadcast her Mayday on VHF Channel 6. Had only the International Distress Frequency been monitored, as required by law, the distress call would not have been heard by the Malaspina.

Proceeding to the stricken vessel at top speed, the Malaspina stood by to render assistance. Utilizing its lifeboats and boat davits to board the Meteor's passengers, Captain Payne boarded them, many being elderly people, without use of a Jacobs ladder. Food, clothing, and comfort was provided to the rescued passengers whose only possessions were the clothes they were wearing.

Disregarding scheduling and routing of the Malaspina, the vessel was diverted to Vancouver, the intended terminus of the Meteor, in consideration of the safety and well-being of its passengers.

Malaspina A 'Smart Ferry'

The Alaska State ferry that went on from here to rescue survivors of the Norwegian cruise liner Meteor was selected Monday as one of Seattle's "Smart Ships" of National Maritime Week.

The ferry Malaspina was named "Smart Ferry" for the way she dressed ship and general appearance on her Seattle call last week. The States Steamship Co. freighter Hawaii was named "Smart Cargo Liner" of the week and the Red Stack tug Sea Flyer was named "Smart Tugboat."

MATANUSKA RESUMES SCHEDULE

The MV Matanuska resumes her regular schedule southbound departint Ketchikan 10:00 p.m. Wednesday, May 26.

The vessel experienced minor mechanical difficulties Monday southbound into Prince Rupert. The Matanuska returned to Ketchikan where repairs were made and approved by the Coast Guard.

Northbound passengers out of Prince Rupert were accommodated by the MV Wickersham and the MV Taku with minimal delay.

For The First Time—Baby Born Aboard State Ferry!

Karla Malana Rowland, not yet two days old, made history Saturday night when she was born aboard the northbound Alaska State ferry Malaspina.

Karla made her first appearance in a Malaspina stateroom at 11:05 p.m. weighing 6 pounds 3 ounces.

Her parents, Mr. and Mrs. David Rowland of Ketchikan, named her Karla Malana in honor of her place of birth.

"They couldn't quite hang Malaspina on the baby," said a friend of the family.

It was the first birth ever aboard one of the state ferries, Capt. H. J. Lockert, director of the Division of Marine Transportation, reported.

Lockert said the ship made an unscheduled stop at Prince Rupert at 4:40 a.m. Sunday so that Mrs. Rowland and her new daughter could be taken to Prince Rupert General Hospital. The ship was met by two doctors and an ambulance. "Everything was reported to be in surprisingly good shape," Lockert said.

Speaking to the Empire by telephone from the hospital today, Mrs. Rowland said both she and Karla Malana were fine. "The baby is eating like a hog," Mrs. Rowland said. "She's a little darling. I'm so proud of her."

Mrs. Rowland said her Seattle doctor had not expected the baby to arrive for six weeks while a Prince Rupert doctor estimated she had arrived two weeks early.

The father of the newborn was not aboard the ferry. Mrs. Rowland was traveling with the couple's young son and her grandmother. Both

proceeded to Ketchikan, she said.

Rowland is an employee of Ketchikan Pulp Co. The couple lived in Ketchikan for three years prior to moving south for eight months. Mrs. Rowland said her husband returned north two months ago, and she was on her way to join him.

She plans to leave Prince Rupert Tuesday night aboard another state ferry to continue on to Ketchikan, she said.

The couple live at 604 Marine View Apartments.

Mrs. Rowland said it was possible that her daughter would qualify for both American and Canadian citizenship since the ship was in Canadian waters at the time of the birth. "They are going to register her here in Canada," she said.

Master of the Malaspina on the current trip is Capt. Harold Payne. The ship was due in Haines today on the northbound continuation of its trip.

Mrs. Laura Heidelberger of Skagway, a former nurse, was one of those assisting at the birth. No doctor was aboard the vessel.

Others assisting, according to Lockert, were two passengers and the ship's matron. The passengers were Mrs. Lawson of 2812 West Elmore Place, Seattle, and Mrs. Abelarde, no address available.

The ship's matron was Mrs. Susan Gerencio of Juneau.

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Alaska ship undergoes midsection transplant



Staff Photo by Wes Guderian.

FORE MINUS AFT — Alaska State Ferry Malaspina was cut in half Friday to receive new mid-body at Swan Island.

The rear section of the Alaska State Ferry Malaspina was removed from the ship's forward section Friday at the Port of Portland dry dock at Swan Island. A 56-foot midbody section was moved into the bisected hull.

The ferry conversion project, which will keep 300 men at work more than

five months, is part of a \$6.3 million modernization and lengthening job by Willamette Iron & Steel Co.

The midbody section, built by Gunderson, Inc., Portland, will contain 86 passenger staterooms and space for more cars. There will be additional space for lounge and dining room.

The ferry, due for completion in late

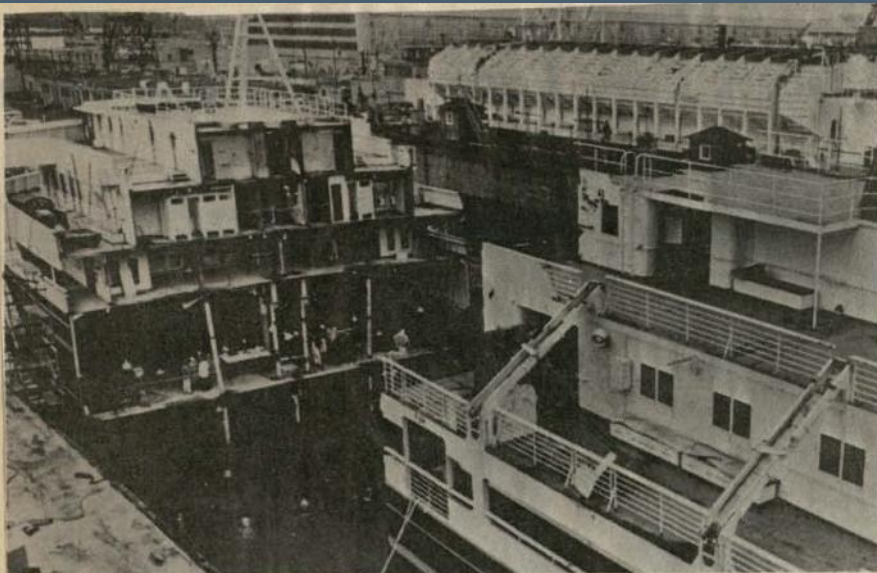
May, will begin her regular once-a-week sailing round trip between Seattle and Alaska starting June 23.

Dry dock Supt. Carl Propp and his crew of Willamette Iron & Steel workmen completed the floating of the aft section in two hours Friday morning.

After the midsection has been welded, the streamlined, blue-hulled ferry

will be moved to WISCO dock for completion of the bulkheads, deck sections and modernization of accommodation spaces.

While in dry dock, the vessel's underwater machinery will be repaired, including upgrading of the bow thruster. The underwater hull will be sandblasted and coated.



TRANSPLANT—Rear section of Alaska state ferry Malaspina was removed from ship's forward section at Port of Portland dry dock at Swan Island. Work is part of \$6.3 million modernization and lengthening job that will keep 300 men at work for more than five months. It is to begin once-a-week sailing round trip between Seattle and Alaska beginning June 23. (AP Wire-photo)

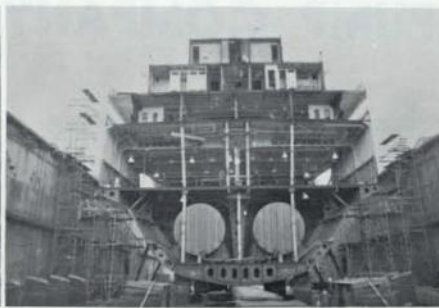
ALASKA MARINE HIGHWAY

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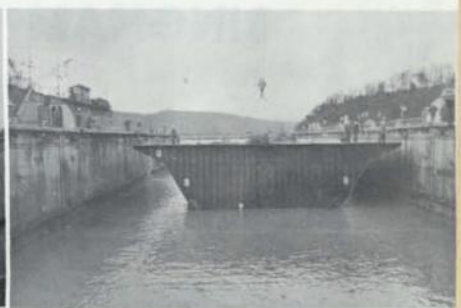
SEEING IS BELIEVING



Severed aft body towed out of drydock.



Severed forebody blocked and shored on drydock.



New midbody being floated in for aligning to forebody.



New midbody being aligned to forebody.



Aft body being floated in for aligning to new midbody.



New midbody in readiness to receive aft body for aligning.



Aft body approaches new midbody for aligning.



BILL WILD, Portland Marine Division, Ass't Mgr. signals Docking Superintendent as aft body inches closer to midbody.



Portland Marine personnel take measurements and readings as aft body and new midbody come together.



Moment of truth, as center line blade of aft body eases down into centerline receptacle of new midbody.



MALASPINA forebody, right, new midbody, center and aft body left.



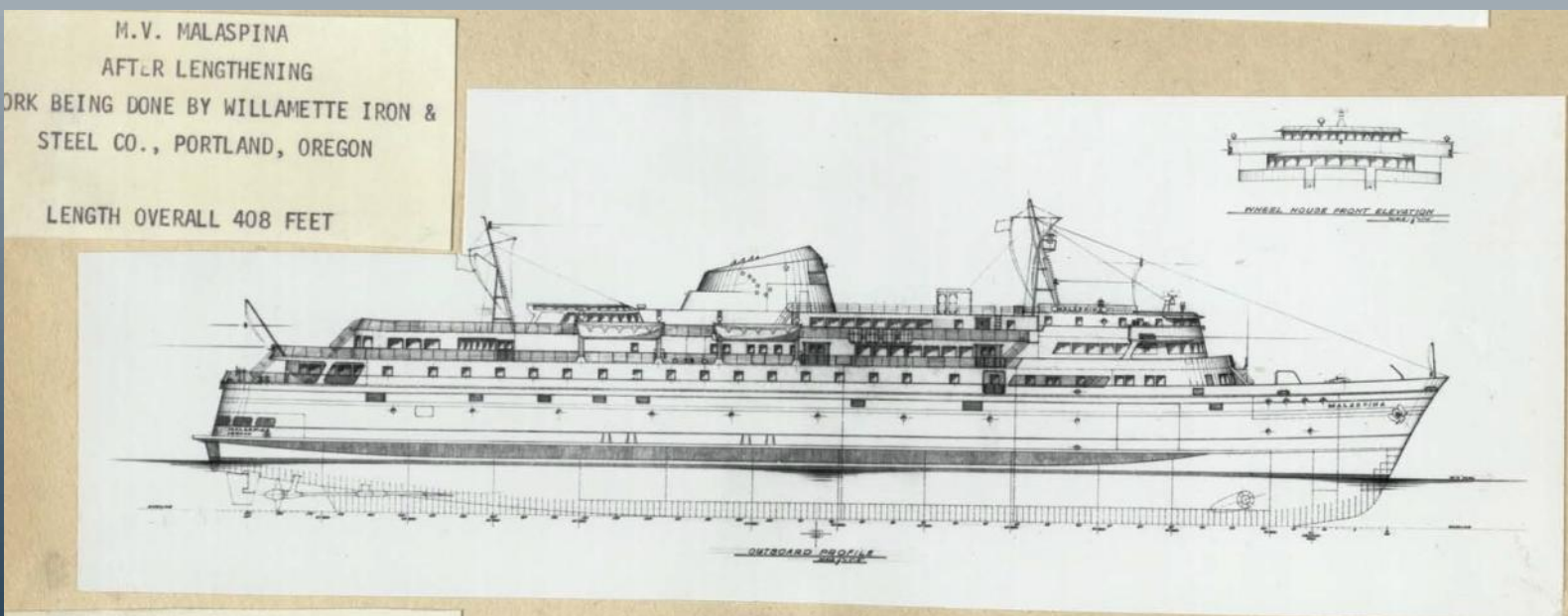
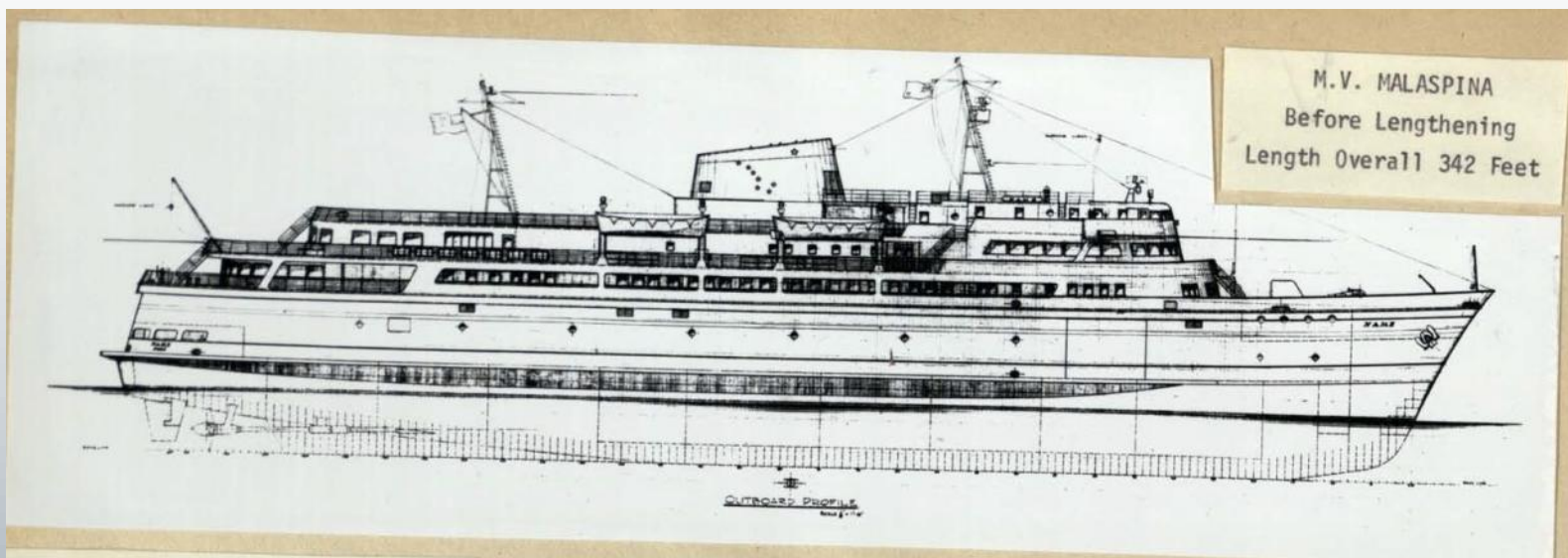
MALASPINA hull sections high and dry on drydock No. 1 as seen from wingwall of adjacent drydock.



MALASPINA high and dry on drydock No. 1, aligned and ready for joining overall.

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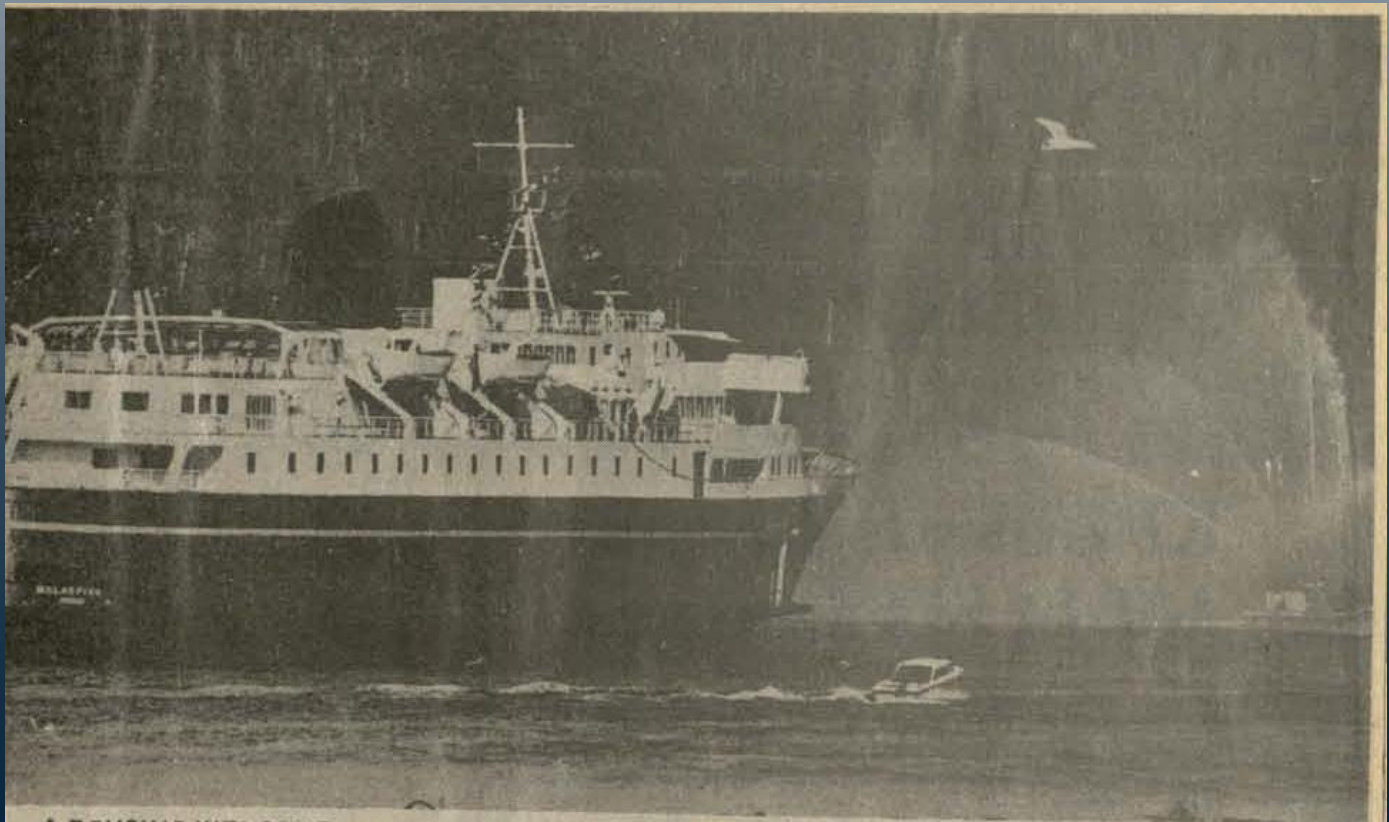
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Ferry Malaspina All Ready for Summer Cruises

SPARKLING IN THE LAZY SUN, the super ferry Malaspina makes ready for a busy summer. A more than \$6-million modernization and lengthening project completed in Portland added 56 feet to the Malaspina's 352 feet. She now will be capable of carrying 750 passengers and 134 passenger vehicles. A newly installed solarium will

give passengers a better view of scenery on the Marine Highway System trip from Seattle through Ketchikan, Petersburg, Wrangell, Sitka, Juneau, Haines and on to Skagway. The Malaspina, which made her maiden voyage in 1963, is now one of seven vessels serving more than 2,000 miles of Alaska coastline. — P-I Photo by Tom Barlet.



A ROUSING WELCOME greeted the lengthened Malaspina as she steamed through Tongass Narrows Friday morning in front of Ketchikan.

City fireboat is at right. The vessel was open for tours during its nine-hour stay.

—Ron Loesch photo

ALASKA MARINE HIGHWAY

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● HERO'S HONOR

Risks life for shipmate



● **GEORGE TAYLOR**, (left) receives congratulations from Capt. Frank T. Huxtable (center) and Merle Adlum, I.B.U. president. Huxtable, Maritime Administration representative presented Adlum with a commendation for valor.

On October 20, 1972, George H. Taylor, crew storekeeper aboard the *MV Wickersham*, risked his life to enter the water between the ship's side and the dock in an attempt to save the life of a fellow crewman, badly injured in the water. Taylor went under the dock and held the victim's head above water for several minutes until help from other crew members could be worked out.

Though Maxwell subsequently succumbed to his injuries, their seriousness was not known at the time Taylor entered the water. He was commended for his bravery in a letter to Capt. H. J. Lockhart, Director of Alaska Ferries, by Capt. Ronald J. Kutz, Master, and Gary A. Cramer, First Mate of the *Wickersham*.

In ceremonies held December 18 before the assembled crew of the *Wickersham*, Captain Frank I. Huxtable, Pacific Northwest representative for the Maritime Administration, U.S. Dept. of Commerce, Northwest Area, presented a special commendation to Taylor.

The commendation, signed by Robert J. Blackwell, Assistant Secretary of Commerce for Maritime Affairs said in part:

"I congratulate you upon the performance of service which was in keeping with the highest traditions of the United States Merchant Marine, and I have directed that a copy of this letter be made part of your service record."

This courageous action on the part of George Taylor is a credit to himself and deserves the praise of all his fellow I.B.U. members.

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Alaska representatives promote state

By MILLY WOHLER

of The Oregonian staff

When Mary Baker says "Welcome to Alaska" there's a strong twang of Texas in the greeting.

"People are always commenting on my 'Hi y'all' accent. I guess I'll never get the Texas out of my voice—but you'd have an even harder time getting me out of Alaska."

Except, of course, for such events as the Portland Boat, Trailer and Sport Show where Mrs. Baker, as travel promotion specialist for Alaska's division of tourism, has been responsible for setting up and operating the Alaska booth.

Those who look around for "the man in charge" will not find one. Mrs. Baker's associate is Ginger Johnson, information officer for the department of public works, division of marine transportation, for Alaska. They will be at Portland Memorial Coliseum through Sunday.

The two women, each with just about three years of residency in Alaska, are still considered newcomers.

"After 30 years you're called a pioneer," explained Miss Johnson, who moved from New Mexico (over the protest of her mother, who worried that she would never find a doctor).

There's very little that the two don't know about their adopted state. Both are veterans of travel and trade show presentations which involve as much as nine hours daily of answering questions.

Miss Johnson is the specialist on the ferry system. About 65 per cent of the queries concern schedules and reservations.

"You'd be surprised at the number of people who think they can drive to Seattle in August and hop on a ferry without a reservation. We're booked solid all three summer months. You have to get a reservation no later than the end of February."

"Of course there's always a chance of cancellation but it's fairly small. Or one can drive on to Prince Rupert, about 1,000 miles, and probably get on there," Miss Johnson explained.

When Mrs. Baker "sets up" for a show she uses a photographic display with 20 to 30 large pictures of Alaska.

"What we're trying to do is tell people about our scenery and our friendly people. You can at least see some of the scenery in the pictures."

"Alaska still has a ring to it that no other place has. We're the last frontier. For awhile we tried to dispel the ice and snow image but finally decided it was foolish. We do have lots of warm weather but where else can



GINGER JOHNSON and MARY BAKER

you also see glaciers and little icebergs in the fiords," Mrs. Baker pointed out.

The former Texan, who moved to Juneau with her attorney husband, Bob, admitted that there is no middle ground of emotion for those settling there.

"You either hate it or you're madly in love with it."

Travelers, however, always seem to fall in the latter category whether they are fishing, hunting, camping, skiing, dog-sledding, gold-panning or just taking pictures.

"One of the nicest things about the travel show experience is talking to people who have been to Alaska. They'll stop and tell us all about their trip. They just want someone to re-live it with them."

"We're not encouraging people to come there and live anyway. We have a very high unemployment rate and Alaskans have job priority. But we are able to accommodate the number of tourists we are encouraging to come," Mrs. Baker said.

Best months to visit are April-May and September-October, which travel promoters call the "shoulder months."

While Mrs. Baker is selling the whole state of Alaska ("And it's even bigger than Texas") she has a special fondness for her "home" town, Juneau, which is also the capital.

"I love the friendly small-townness of it. It's a good place to bring up our three

children. They can be safe and yet independent."

There almost seemed a contradiction when she added that she made a point of trying to bring the children

to the lower 48 at least once a year.

Then she explained: "It's important for them to see what other places are like so they'll appreciate Alaska."



Alaska promoters at work

Ginger Johnson, an information officer for the Alaska Department of Public Works, and Mary Baker, travel promotion specialist for the Alaska Division of Tourism, extol the virtues of Alaska before visitors to the International Boat, Trailer and Sports Show in Portland, Ore. An attendance of 120,000 was anticipated during the show's run which ended Monday.

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SUCCESSFUL DECADE FOR ALASKA FERRIES — EGAN

SEATTLE — Gov. William A. Egan of Alaska, speaking at the launching of the new 418-foot Alaska ferry, Columbia, at Lockheed Shipbuilding and Construction Co. here May 3, pointed to a decade of successful service by his state's Marine Highway System and its role in maintaining close ties with the Pacific Northwest.

The \$19.5 million vessel will become the flagship of that fleet of Alaska ferryliners.

She will enter service early next year on the Southeastern segment main-line run of the Alaska Marine Highway. Egan noted that a new 235-foot feeder-line vessel being built now in Wisconsin also will enter the system about the same time.

Egan said that during the 10 years since the first Alaska ferryliner, the Malaspina, went into service in 1963 the system "clearly has lived up to expectations."

He said the Alaska Marine Highway today extends over 2,200 miles, joining some 17 communities in Alaska as well as connecting the 49th State to Seattle and British Columbia.

During the past year, Egan noted, 200,000 passengers traveled on the fleet's seven vessels and nearly 50,000 vehicles were hauled.

"Revenue for the year approached \$10 million," he said, "making the system about 66 per cent self-sustaining. When we consider what the costs would be for constructing and maintaining land highways over a similar distance, the Marine Highway must be rated a definite dollars-and-cents success."

The Alaska ferry system completed its first decade of operation early this year. In the future,

Continued to page 35

Egan predicted, "we will continue to see increased economic benefits accruing from it to both Alaska and the Pacific Northwest. Maritime tonnage during 1972 between the two areas, for example, reached the 1 million ton mark and cargo hauled by the Marine Highway accounted for a substantial part of that."

The governor said Alaskans are "well pleased with the success and growth" of their ferryliner system, which by now has five vessels operating throughout Southeastern Alaska and one each on routes connecting Whittier-Cordova-Valdez and Anchorage-Seward-Kodiak.

"We also are pleased," he said, "with the continuing ties of friendship and commerce with Seattle and the Pacific Northwest which the Marine Highway helps maintain. Those ties extend far back into the past, and they will become ever more important in the future as Alaskans develop their rich natural resources and continue building a great state which contributes more and more to the progress of the nation and the Northwest."

Egan noted that the new ferryliner is the fourth one to be built by Lockheed for the Alaska Marine Highway. The others were the Malaspina, Matanuska and Taku, which were the first ones built for the system.

The new flagship will have the capacity to carry 1,000 passengers, will provide 324 berthing spaces plus reclining chairs, and will carry a crew of 80. It will haul a basic load of 184 standard-size automobiles.

Governor Egan decided on construction of the vessel soon after he returned to office this term to replace the ferry Wickersham, for which utilization and routing is limited severely under provisions of the federal Jones Act because she is a foreign-built vessel.

Alaska's Ferry System Honored

In 1973 the Alaska Marine Highway (Alaska's ferry system) celebrates the tenth anniversary of its inauguration.

Alaska state ferries and their crews often are the first contact many traveling Americans have with the 49th State, its people, their hospitality, and the magnificence of its scenery as they "drive" the Inside Passage.

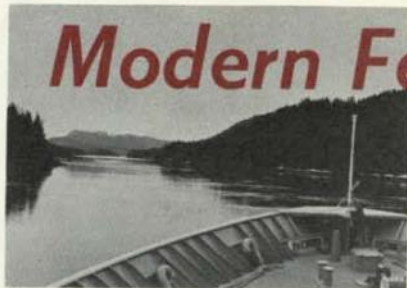
Among many of the significant accomplishments of the State Ferry System has been the tying together of the communities of Southeast and Southcentral Alaska that before 1963, because of the absence of highway connections, had existed in virtual isolation from one another.

On the occasion of PANEX XIII, April 14-15, 1973, the Gastineau Philatelic Society recognized the unique contribution being made by the State Ferry System toward the improvement of the transportation and communication network so essential for progress in "The Great Land" and in the promotion of tourism in Alaska by the issuance of a souvenir envelope with a special cachet and cancellation in honor of the Alaska Marine Highway's first decade of operation.

ALASKA MARINE HIGHWAY

- 50th ANNIVERSARY -

Modern Ferries Ply Alaska's Coast



Hundreds of passengers who will ride this year over the White Pass Route from Skagway to Whitehorse will have arrived in the Alaska city aboard one of the Alaska Marine Highway System's fast ferries from Seattle, Prince Rupert, or one of the Alaska Panhandle cities.

The Alaska Department of Public Works operates the 500-passenger ferries Matanuska and Taku, the 750-passenger jumboized MV Malaspina, and the luxurious 1,300 passenger Wickersham on routes from Seattle and Prince Rupert, and the E.L. Bartlett and Tustumena on the Southwest Marine Highway System covering all ports from Kodiak to Cordova.

At the present time, a new 418-foot ocean-going ferry is under construction in Seattle, at a cost of \$19.5 million to replace the Panama-registered Wickersham. She was scheduled to be launched this month, with delivery early in 1974. Another ferry, building in Wisconsin, for the Southeastern Alaska run, is expected to be in service late this year.

The ferries travel one of the most picturesque routes in the world, at times gliding through narrow passageways, almost narrow enough for a passenger to reach out and pluck alpine flowers from each bank. At other times they are chunking up deep inlets under the shadow of white peaks carrying glaciers on their shoulders.

A four-color folder, published by the highway system, describes the trip this way: "The scenery through-

out is nothing less than fabulous. You cruise peacefully in a world of blue and green and white. Past snow-capped mountains rising thousands of feet straight from the water's edge. Past hundreds of tiny jewel-like islands. Past glaciers and tumbling waterfalls. Past hundred of miles of primitive forested shoreline where the very sight of a cabin or a house is noteworthy. And to spice your voyage, stops along the way in the colorful and historic coastal cities of Alaska."

Although the vessels are primarily ferries, they are able to provide adequate stateroom facilities for anyone taking the full trip from Seattle to Skagway. For those who want to travel in style, there's a dining room and a cocktail lounge, and stateroom accommodation. But for those who want to do their own thing in the most economic way, there's a cafeteria; and there's room aplenty out on deck to unroll a sleeping bag.

In the dining room, Alaska seafood is a specialty, and one eats under panels depicting legends told by the coastal Indians.

Ports of call along the southeastern marine highway are Ketchikan, said to have the world's largest collection of totem poles; Wrangell, which began as a fur trading post in 1834; Petersburg, a fishing community; Sitka, with its rich history of the Russian era; Juneau, the capital city; Haines; and historic Skagway, the gateway to the Klondike in the gold rush days and now the terminus of the White Pass route.

The average running time from Prince Rupert to Skagway, via Sitka, is 39 hours.

Motorists can drive over good roads through British Columbia's interior to Prince Rupert, or they can travel north to "Rupert" from Vancouver Island via the B.C. Government ferry Queen of Prince Rupert.

The entire trip, from the "Outside" to Alaska or to the Yukon is a never-to-be-forgotten experience through a land of rugged beauty. The Alaska Marine Highways adds comfort for the visitor in some of the most modern and safest vessels of their type in the world today.



The 352-foot ferry Taku has been melding together ports along the Alaska Marine Highway since her delivery from the Puget Sound Bridge & Dry Dock Company, Seattle, in early 1963.



Norwegian-built, the Wickersham, most-luxurious ship on the Marine Highway system, can carry 90 passenger cars and has berths for 380 passengers in staterooms. Her maximum passenger capacity is 1300.

A 18 ★ Wed., April 18, 1973 Seattle Post-Intelligencer

Anyone for a Cruise Ship?

BY STEVE WEINER

JUNEAU Alaska — (AP) — FOR SALE: Blue and gold, twin-screwed luxury cruise ship, like new condition, 363 graceful feet. Room for all your friends — 400 berths, space for 140 vehicles. Engines generate whopping 17,000 horsepower. Fully equipped with all the extras. \$23 million or best offer — we'll deal. Alaska Department of Administration. (907) 586-5571.

In less than a month, some similar advertisement may appear in marine brokerage houses worldwide. A woeful State of Alaska has an ocean-going ferry to sell, and it wants to finish the job by October.

Purchased in 1968 for \$6.9 million, the MV Wickersham — formerly the Stenna Britannica of Sweden — is the pride of the Alaskan ferry fleet. But she's also continuously troublesome.

Though a well-constructed vessel, the Wickersham has never been ideally suited for Alaska's cargo requirements. She's also been inhibited in routes by the Jones Act, the federal law that prohibits foreign-hulled ships from calling at consecutive American ports.

Alaska in 1971 went to Congress and obtained a temporary waiver of the Jones Act that expires



—AP Photo

363 FEET OF LUXURY FERRY YOU CAN BUY: ALASKA'S WICKERSHAM

Pictured during one of its cruises up the scenic Inside Passage

when the state completes work — probably in January — on a 418-foot replacement vessel. Up until then, the Wickersham, forced into inefficient

routes, had been losing about \$2 million a year.

Expensive improvements were made to the Swedish-built cruiser to obtain the waiver. The state in-

stalled another fire-proof bulkhead, ventilation ducts, a U.S. standard galley and other improvements.

Still, the Wickersham —

named after legendary Judge James Wickersham, an Alaskan jurist, author, legislator, explorer and historian — didn't quite come up to permanent snuff.

Administration commissioner Joe Henri says that contracts will be signed with brokers worldwide. Because of the Jones Act restriction, he says it's unlikely the "Wicky" will remain American.

"Replacement cost today for the Wickersham is about \$23 million," Henri says. "I won't tell what our minimum price will be. But the ship is eminently salable."

Henri — whose normal duties involve matters like state payrolls and supplies — admits to feeling a little uncomfortable in the ship marketing game.

"It's not like selling a pair of socks," he says. "You have to search the face of the globe to find a buyer."

Alaska's replacement ferry, a \$20 million item, will phase in if the Wickersham phases out on schedule. October is when the ship normally would go in for an annual overhaul. If the price by then isn't right, the Wickersham may end her Alaskan days at dockside while bartering continues.

"All we want," Henri says, "is a decent price." Cruise ship, anyone?

Seattle Post-Intelligencer Fri., April 19, 1974 ★ A 5

Wickersham Is Sold Again

BY DON PAGE

P-I Marine Writer

The Alaska State ferry Wickersham is sold. Again.

This time, hopefully, it will stick.

Spyros Magliveras, a Greek shipping magnate who headquarters in Genoa, Italy, has agreed to pay the state \$7.2 million for the 363-foot, 384-passenger vessel.

Magliveras has yet to sign the formal memorandum of sale agreement, but he has deposited \$72,000 in earnest money with the Seattle-First National Bank in Seattle.

He expects to take delivery of the Wickersham June 15 and sail her to Europe for tourist travel in the Mediterranean.

The \$7.2 million price of the Wickersham exactly matches the price the United States paid to Russia for Alaska and is \$200,000 more than the state paid for the Wickersham (ex-Stena Britannica) in 1968.

However, it is \$2.3 million below the \$10 million price of a previous deal last August between the

state and a Dutch group calling itself "the Sol Line."

After that sale, the state took the Wickersham out of service and laid her up in Seattle for delivery.

However, the Sol Line never produced any money. The ship languished in Seattle, and a 27-man crew sent here by the Sol Line had to be repatriated. The Wickersham was put back on the market, and since Feb. 26, she has been making weekly round trips between Seattle and Southeastern Alaska.

A \$20 million vessel, the Columbia, is under construction at the Lockheed Shipyard as the Wickersham's successor. The Columbia is scheduled to enter service by midyear.

AND ALASKA'S NEWEST FERRY, the 235-foot LeConte, is on her way from the Great Lakes to Seattle. The LeConte was built in Sturgeon Bay, Wis. She departed the Peterson Builders yard April 8 and headed for the St. Lawrence Seaway.

She's traveling down the Atlantic seaboard, through the Panama Canal and up the West Coast. Arrival here will be around May 10.

Word of the LeConte did not come to us from Alaska's Marine Highway sources. We got it from the Sturgeon Bay newspaper, The Door County Advocate.

The LeConte's departure was page-one news.

A Wisconsin man mailed the paper to Dr. John C. McCarter, a Port Townsend physician who also is an ardent shipwatcher overlooking Admiralty Inlet and the Strait of Juan de Fuca. Doctor McCarter forwarded it in post haste.

We regret to say that The Door County Advocate scooped us on that bit of Alaska maritime news.